

Series I
Correspondence,
1932-1973

Box 1, Folder 8

May 22, 1941 -
December 30,
1941

Frame: 0193

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

May 22, 1941

Dear Mitch:

Just a note to ask you to do something for me.

A friend of mine - Mr. William Weinmann of San Francisco - has written to me concerning his son who desires to enter the Marine Corps Reserve. I am enclosing his letter, which please return.

I don't know the son but I do know the father and mother and they are fine people. The father comes of a Scandinavian family I believe and the mother is of Irish extraction. Joseph Durney, the grandfather, is a very well known San Franciscan and famed member of the Bohemian Club. As the mother's family are Roman Catholic I believe that the son is likewise Roman Catholic. This is also indicated by the fact that he has attended the University of San Francisco and Santa Clara College, both Catholic institutions.

The Weinmanns have lived in Alameda for years and are very close friends of my family. I can, therefore, vouch for the background.

Although the field of the Marine Reserve is well out of your field I should appreciate your kindness if you would ease over to the Reserve Section and fix up my candidate - providing, of course, all is within the rules.

A reply from you would be much appreciated.

I see Horse Pennoyer every now and then and also Frog Low. Both quite busy.

Take care of yourself and Belle. We need both of you in this outfit to say nothing of this world of ours.

Sincerely,

Colonel R.J.Mitchell, U.S.M.C.,
Marine Corps Headquarters,
Washington, D.C.

0195

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

May 26, 1941

The Royal Canadian Naval Volunteer Reserve,
Recruiting Center, Mountain Street,
Montreal, P.Q.

Gentlemen:-

It has come to my attention that Mr. Thomas Calvert of Coconut Grove, Miami, Florida is a candidate for a commission in your organization.

If it would be of any help to you in making a decision in his case I should like to advise that I have known the young man for quite a long period of years and I have always found him quiet, reserved, self-contained, adventurous, loyal, and, so far as I have noted, physically sound, and of high moral character. He is interested in certain forms of athletics, notably yachting and tennis.

His father, now deceased, was a graduate of the U.S. Naval Academy of the class of 1915 and was a classmate of mine. He served in the Navy during the World War and finally resigned, after the war, to enter into business pursuits.

Very frankly, one year ago I endeavored to persuade Mr. Calvert to enter the U.S. Naval Academy where he had obtained an appointment, but I was unsuccessful because he felt that the war would be over before he could graduate, and what he desired, most of all, was active service.

Yours very truly,

Richard W. Bates,
Commander, U.S.N.

0196

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

May 27, 1941

Dear Bill:

Thank you very much for your letter of May 19 relative to your eldest son. I wrote promptly to Colonel Mitchell who is the Chief of Air of the Marine Corps, and his reply is enclosed herewith. I took the liberty of forwarding your letter to him as it was easier for him to read what you desire rather than I should interpret it for him. I should appreciate your courtesy if you would return his letter to me. Evidently, from his reply, the platoon leaders class is now closed and has been closed since March 15. You will note that Colonel Mitchell feels that your son will not be eligible for a commission until 1942. This is because four years are now demanded whereas in some cases two years college work was considered ample until just recently. This was particularly true of the Navy but the Navy now requires that the applicants be graduates of universities with four-year courses.

Colonel Mitchell was good enough to enclose some papers and information for candidates for appointment as Second Lieutenant in the Marine Corps and these papers are being forwarded herewith to you for your retention.

It was nice to hear from you and I trust that you and yours, to say nothing of Joe and Mrs. Durney, are in tip top health.

Most sincerely yours,

Mr. William Weinmann,
Griffith-Durney Co.,
No. 1 Drumm Street,
San Francisco, Cal.

0197

NAVAL WAR COLLEGE
Newport, R.I.

August 6, 1941

~~CONFIDENTIAL~~
From: Captain R. W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.

Subject: Re-arming of certain naval craft with torpedoes.

1. About three years ago, while in command of the Destroyer Leader CLARK (361), I addressed a memorandum to my Squadron Commander (Comdesron 3) on the subject of the re-arming of destroyers with torpedoes after a day or night action or after their torpedo allowance had been expended. It is my understanding that nothing further has been accomplished along the line recommended. However, with the possibility of war acute and with the probability that any war in which we might at present enter will require action far removed from our present bases, I feel that a resubmission of my idea might be advisable.

2. My idea is as follows:

(a) To re-arm, with torpedoes, destroyers and submarines by the use of patrol planes as carriers. It is conceivable that these torpedoes might have to be transported at least 1500 miles at sea. What a saving of time would occur if the destroyer or submarine could have its replacement torpedoes dropped alongside at sea without first having to return to some base hundreds of miles away!

(b) It is my understanding that such a method of handling torpedoes is feasible.

3. (a) This idea need not be confined to torpedoes, but can be expanded to include replacement of ammunition, particularly depth charges, as well as replacement of personnel. The latter might be particularly important in the case of a severe engagement.

(b) Sinkable items, such as depth charges, would be transferred via ships' boats or dropped into the sea in containers made buoyant by means of buoyancy tanks or balsawood floats and recovered by ships' boats or by grapnels.

R. W. Bates

0198

Naval War College
Newport, R.I.
Serial 7984

1st Endorsement

August 6, 1941

~~CONFIDENTIAL~~

From: The President, Naval War College.
To: The Chief of Naval Operations.
Subject: Re-arming of certain naval craft with torpedoes.

1. Forwarded.

/s/ E. C. Kalbfus

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~~CONFIDENTIAL~~

NAVAL WAR COLLEGE
Newport, R.I.

August 9, 1941

From: Captain R. W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.

Subject: Motor Torpedo Boats - Transportation of by air.

1. For some time I have been pondering on what might be an effective method of making a torpedo attack on surface craft at anchor in a large netted harbor similar to Narragansett or San Francisco Bays. As the schemes for defense become tuned to those for offense it becomes apparent that devices which have succeeded one or more times finally become less and less effective. This is evident in the cases of both bombing and torpedo plane attacks. It seems now that a new means of torpedo attack, to be used by itself or in conjunction with an air attack, is in order. My suggestion is this:

(1) Build small, high speed, single torpedo, motor boats weighing probably 4-6 tons, - the size naturally depending upon the lifting capacity of the planes to be used. In this connection, something along the Italian design of small motor torpedo boats - see N/A London Reports #805 of May 10, 1941 and #951 of May 23, 1941 - might do, although it seems preferable to fire a torpedo rather than have the torpedo built in the boat itself.

(2) Transport these boats via air to the harbor where the enemy ships are at anchor and release them in a spot some miles from the probable scene of action - preferably where enemy anti-aircraft defenses are weakest. Under cover of darkness these craft should be able to attack the enemy successfully.

3. Should this MTB attack be synchronized with the air attacks, previously referred to, considerable damage might be inflicted on the enemy.

4. It is believed that a surprise attack of this type should be successful at least once and possibly twice. Therefore, this weapon should not be used for anything excepting an all-important attack.

R. W. Bates

0200

Op-12A-2-aw
(SC)S75-1 8/12/41
Serial 090612

August 14, 1941

~~CONFIDENTIAL~~

From: The Chief of Naval Operations.
To: Captain R. W. Bates, U.S.N.
Via: The President, Naval War College.

Subject: Re-arming of certain naval craft with torpedoes.

Reference: (a) Captain Bates' conf. ltr. dated August 6, 1941.

1. The Department is always pleased to receive suggestions for improving logistics of operations and your letter has accordingly been studied with much interest.

2. It may often be necessary to use patrol planes to deliver various items to outlying forces, but to equip such planes for the special purpose of carrying torpedoes is not considered feasible with the present design of planes.

3. Your letter will be forwarded to the Bureau of Aeronautics for study in connection with the design of future transport planes.

/s/ R. E. Ingersoll
Acting.

1st Endorsement

August 18, 1941

From: The President, Naval War College.
To: Captain R. W. Bates, U.S.N.

1. Delivered.

/s/ E. C. Kalbfus

0201

Serial 8232.

~~CONFIDENTIAL~~

1st Endorsement

August 27, 1941.

From: The President, Naval War College.
To: The Chief of Naval Operations.

Subject: Motor Torpedo Boats - Transportation of by air.

1. Forwarded.
2. Considering the capacity of planes of the patrol type, it appears that there are no insurmountable difficulties in building and transporting a boat of the suggested type. Should such boats be landed they would, no doubt, have opportunity to do serious damage to an enemy fleet at anchor.
3. There are several difficulties which come to mind in considering the landing of the boats. First, A.A. defenses are organized in depth, and in order for the plane to land outside of them the water would have to stretch for some miles beyond the anchorage. Secondly, R.D.F. now picks up planes many miles off and there appears to be a difficulty in getting the plane down without detection by these devices. This might be overcome if an attack were made in force from several directions and only a few of the boat carrying planes were landed. Thirdly, as a day attack is obviously impracticable, what will the plane do for illumination? To attempt such an attack on a bright moonlight night would be fatal and give away the element of surprise inherent in a new weapon. On a dark night illumination would be necessary. A plane attempting to land on the water on a dark night with all lights in the area extinguished would probably crash. Any use of planes to facilitate the landing is out of the question.

/s/ E. C. Kalbfus.

0202

Op-38-E-KB

(SC)PT

Doc. 35436

~~CONFIDENTIAL~~

Serial 075438

Navy Department

Office of the Chief of Naval Operations

Washington

September 25, 1941

~~CONFIDENTIAL~~

From: The Chief of Naval Operations.
To: The President, Naval War College, Newport, Rhode Island.

Subject: Motor Torpedo Boats - Transportation of by Air.

Reference: (a) Captain R. W. Bates, U.S.N. Confid. letter of 9 August 1941, with Naval War College Confid. 1st End., Serial 8232 of 27 August 1941.

1. The Chief of Naval Operations considers the proposal to transfer motor torpedo boats by air to be unsound.
2. The principal disadvantage in the use of torpedoes by aircraft is the rather small proportion of weight of the torpedo which can be devoted to explosive. In other words, the warhead of the torpedo is the useful part of the load, while the remainder of the torpedo is merely a device for propelling the warhead from the launching point to the target. Successful use of both torpedo and boat would require that the airplane carry not only the warhead plus the remainder of the torpedo, but also one or more boats of considerable size and weight. Such a procedure would reduce the effective part of the load carried to a proportion so low as to make the overall effort involved unacceptably inefficient.
3. If a motor torpedo boat were to be transported by air, it would be necessary to carry it in a position external to the hull and wings of a large seaplane. This necessity would require carrying at least two, one under each wing. The aerodynamic characteristics of the boats, as well as their weight, would be such as to make the project impracticable.

/s/ H. R. Stark

Copy to:
BuAer

0203

NAVAL WAR COLLEGE
Newport, R.I.

(Date)

From: Captain Richard W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.

Subject: Depth Charges - New Design of.

1. It is a difficult matter, once an attack has been made on what appears to be a submarine, to know

- (a) Whether the target was in fact a submarine, and
- (b) How near the depth charge explosion was to the submarine.

2. It is noted that with increasing knowledge of design and with increasing strength of materials, the depths to which submarines may dive are increasing. It is rumored that the depth may soon be 400-500 feet.

3. The greater the depth to which a submarine may safely dive the less chance of destroying or even damaging it, as the probability that the depth charge is set at the proper depth is inversely proportional to the possible limiting depth. Therefore, it may be assumed that should the Germans produce a submarine that can operate at say 400-500 feet, the performance of the anti-submarine forces will markedly decline.

4. It is therefore suggested that it might be possible - the writer frankly admits a lack of definite information on the subject - to have a depth charge which will operate in two ways -

- (a) As at present by water pressure.
- (b) On the principle of a magnetic mine.

The idea is that the present depth charge setting would be set for say 400 feet and therefore we may expect that no matter what happens the charge should explode at that depth. But supposing that the submarine is at a less depth. Then the effect of the explosion would only be effective in the danger area. This is where the magnetic idea comes in. This idea is that the depth charge would be innocuous until it was tossed overboard. Then it would arm by means of water pressure which would be set

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to arm the magnetic device at say 50 feet. This would allow the dropping vessel to clear before the depth charge exploded. This 50 feet would not free the submarine from danger as it would then be visible to the attacking vessel, and might be rammed.

After the depth charge had armed itself magnetically, it would be a menace to any submarine which was within the magnetic danger space, shall we call it, of the sinking depth charge. Thus, should the depth charge explode before the expected time for the depth setting explosion to occur, it would be a clear indication of the presence of a submarine. It would not necessarily indicate that the submarine has been destroyed but it would most probably be an indication of damage.

5. The particular value of the above magnetic device is that it would require no depth setting other than that for arming (say 50 feet) and should markedly increase the efficiency of anti-submarine methods.

R. W. Bates.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

September 5, 1941

MEMORANDUM FOR THE SECRETARY

1. As a result of my inspections yesterday, I have the following comments to offer:

(a) Waste baskets are not emptied. I consider this important because full waste baskets of paper, etc. act as a fire hazard throughout the night.

(b) The heads when closed are particularly offensive in odor. This can mean but one thing, i.e., that they are not properly kept up. It does not seem right that any of the personnel of this establishment should be forced to use heads which are equally bad when compared with old Chic Sales of the country farm days.

(c) There seems to be a shortage of suitable places for stowing cleaning gear. The situation has now reached the point that the shelving in the Library is performing the function of a gear locker.

2. There is a further recommendation which I have to offer which I think is of far greater value to the College than the possible security which apparently is the reason for locking up officers' offices. It is this - to leave all offices open. In this way the Corporal of the Guard and the Duty Officer can make simple inspections and the sentry can look at each office at least once each hour. As a matter of fact, with your present orders in effect relative to the necessity for every one to lock up their confidential matter before leaving their offices, the need for locking them becomes no longer necessary.

R. W. BATES,
Captain, U.S.N.

0206

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

September 9, 1941

Dear Horse:

the design of
the decision of
For some time I have been considering the possible effect that the increased characteristics of aircraft may have upon aircraft carriers, and upon aircraft in general. I can visualize planes of such power and radius as to make the aircraft carrier practically obsolete. (shades of de Seversky). However, I cannot visualize at present fighting planes of any radius comparable to that of the bomber. I have therefore been considering what type of transportation might be made available to the fighter in order that he may be present with his bomber. In other words, how are we to get the fighter to the scene of action without the use of a surface aircraft carrier? Lighter than air people have often discussed the possibility of using the dirigible as a carrier and I well remember that such a use was made of the MACON or AKRON or both. I further recollect, however, that the number of planes assigned to this enormous lighter than air carrier was very limited - I think 5 fighters was the number. In my visualization I do not rule out the possibility of using the lighter than air carrier because it has certain fine qualities, one of course being that it is not limited by fog nor by land. However, I visualize both lighter than air carrier and the surface carrier as being of limited value, and as time passes this value will probably become more and more limited.

What, therefore, do I suggest? It is this - a heavier than aircraft carrier. I know that we have transported small planes on the upper wing of heavier than aircraft in so-called "piggy-back" fashion and I consider this of some value for transportation purposes, but certainly useless for battle. My conception is that of a large plane, similar to, perhaps, the new Douglas bomber recently tested for the Army, being used as an aircraft carrier. It seems to me that it might be possible to fly such a plane in company with bombers of similar design and to carry a fighter load in place of a bomber load. The number of fighters, of course,

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would be dependent upon the lifting and maneuvering qualities of such a heavier than air carrier. However, it seems to me that if the fighter is to be carried in the plane and if her landing speed need not be less than, for example, 200 miles per hour, the fighter might be small - all engine and gun power with very small wing spread and with a probably high maneuvering quality, and therefore the number carried might be, at present, from 2 to 4. I cannot say how many fighters of the type mentioned would be considered necessary to defend a bombing group, but I would imagine that a bombing squadron might consist, under these conditions, of probably 6 bombers and 6 heavier than air aircraft carriers. It would probably ensure two fighters for each plane in the squadron, or a total of 24. I spoke to Lt. Comdr. Greenslade who is in the War Plans Office of the Bureau of Aeronautics and he said that he thought that the hooking on of the plane in the air to the heavier than air carrier would be a simple matter. Dependent upon the size of the fighters it might be possible to hoist at least one plane into each wing and probably two others into the hull of the heavier than air aircraft carrier.

I do not know enough about plane design to discuss this sensibly but I realize that you do - that you are probably if not the best, at least one of the best designers we have. I feel that one must always outguess the enemy and therefore I should appreciate very much your opinion as to the possibility of the above plan. The reason for this consideration of mine is, I think, a simple one. The characteristics built into a surface carrier today will obtain during the period of its life, but the advancement in aircraft design is so rapid that I am afraid that aircraft characteristics will outstrip the surface carrier in a very short time.

I spent the week-end with Ted Breed at Cape Cod and we both spoke of you in the most friendly fashion I can assure you. Ted is looking forward to the time when you will visit him and shoot him golf. Frankly I would suggest that you visit very soon as Ted's golf is very much more or less "stinko". I should appreciate hearing from you on the subject I have commented on above as I desire to submit it officially to the Department for consideration in new design. I submitted something else having to do with logistics recently and I received a fine letter back from Admiral Ingersoll.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

September 25, 1941

Dear Lane:

I received your papers relative to the Naval Academy Graduates Association and they seem to be a clear exposition on what we agreed upon. The Admiral has been in Washington for a week so he has not seen your memorandum as yet. I did tell the Admiral, however, of the meeting and I further told him of the discussion relative to having the midshipmen at the Navy-Harvard game.

I told the Admiral that when the question of the midshipmen had arisen I had found it necessary to withdraw from the discussion because Newport was far from Boston and because I did not know what his reaction to the use of political influence to coerce the Naval Academy might be.

The Admiral stated that he concurred in my views and that should political influence be used on the basis that he was included he might find it necessary to withdraw his command completely from consideration of the Navy-Harvard game.

I am sending you these comments for your information because I felt during the discussion that your committee was also not too interested in getting mixed up with any political matters.

It was nice to see you and I appreciate your kindness in sending me your memorandum.

With best regards, I am,

Cordially yours,

Mr. Alexander Lane,
140 Federal Street,
Boston, Mass.

0209

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

September 27, 1941

La Forge Tea Room,
Newport, R.I.

Dear Sirs:

The enclosed checks endorsed to you are in complete payment for your bill for the cocktail party delivered by the officers of the Staff of the War College at the Officers Club, Casino Block.

I wish at this time to thank you very much for the splendid manner in which this cocktail party was handled and I can assure you that I have heard nothing but praise for your share in it.

Very truly yours,

R. W. BATES,
Captain, U.S.Navy.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

September 27, 1941

Andrew B. Conheeny, Florist,
145 Bellevue Avenue,
Newport, R.I.

Dear Sir:

The enclosed check for seven dollars (\$7.00) is in payment for the corsages with which you provided the Staff of the War College at their cocktail party given on September 3rd at the Officers Club, Casino Block.

I appreciate your kindness in rushing these flowers to the party having been given such inadequate notice, and I also appreciate the fact that the flowers were up to your usual splendid high quality.

Very truly yours,

R. W. BATES,
Captain, U.S.Navy.

0211

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

October 11, 1941

My dear Mr. Falk:-

I cannot begin to tell you of the surprise and satisfaction that I felt upon receiving your letter. There is nothing so gratifying to an officer in the Navy, particularly - ahem, an older officer - than to have those with whom they served years before suddenly remember them in the friendly fashion with which you greeted me.

I remember you very well indeed and in recent years I have had occasion, in speaking with Captain Moses, to mention your name. Of course Captain Moses has the utmost admiration for you and those of us in the service who have the good fortune to have been associated with you and to have read some of your fine mental output along naval lines, realize that you have an exceptional mind, and judging from the title of your Firm, you have achieved equal success in your chosen pursuit in civil life.

That was quite a crowd that we had with us in the Cincinnati and in the submarine chasers, which we mothered. I haven't seen many of the young officers who served on those ships at that time, but I have seen Little Bill Johnson who was the world champion tennis player, and I have seen Jack Quimby (Harvard) who is associated in wool at Goshen, N.Y. I have heard very favorably of Dave Williamson (Princeton) who is one of the Secretaries of Embassy somewhere, and as I said before, I have heard of you with even higher rhapsodies than I have of any of the rest.

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I note with interest that you have never visited the War College and I hope some day in the not too distant future when opportunity offers you will come up here and we will see what we can do to entertain you. The War College is not as it used to be because until this year the Courses were 11 months long. Now the plan is, and this plan is in operation, to have two courses each year of 5 months' duration each. In that way officers will be given an opportunity to awaken their slumbering strategic and tactical minds to the more modern conceptions of war and it is hoped that the result will be felt within the Fleet reasonably soon. We have an innovation here now, we have a Preparatory Staff Class consisting of about twenty selected young Ensigns and Lieutenants (J.G.), all college graduates, who are being trained for duty in Naval Districts on the Staffs of the various commanders. At least at present that is the plan for their distribution but the Navy being what it is there is, of course, no guarantee at present as to where they will go.

I hope some day to be in New York this winter and if I am I shall endeavor to renew an old friendship and we will renew the story of the Cuba and perhaps we can repeat as though they were new some of the stories that you and I must have told one another in that old restaurant opposite the Overseas Hotel.

Many thanks for your letter and for remembering me so kindly.

Best regards.

R. W. BATES.

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

October 15, 1941

Navy Athletic Association,
Naval Academy, Annapolis, Md.

Gentlemen:-

I am in receipt of your blank forms for obtaining tickets for the Navy-Harvard game, and I have distributed some of them. It is my belief that most officers had written in prior to receiving your form.

What I am writing to you about is this. I would like to obtain a number of official signs which we can place upon certain of the cars to ensure that they can get reasonably close to the field. For example, it is expected that there will be a number of busses leaving Newport and perhaps one of these official signs would be helpful in locating them fairly close to the field. Anything you can do along this line would be very much appreciated.

With congratulations on the success of the Navy team to date and with confidence that they will have an outstanding year, I am,

Very truly yours,

R. W. BATES,
Captain, U.S.N.
Newport Representative Navy-Harvard Game.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

October 16, 1941

The Copley Plaza Hotel,
Boston, Mass.

Attention Mr. Westman.

Gentlemen:-

I desire to make a reservation for myself for the Navy Ball to be given at the Copley Plaza on the night of October 25th. I am the Navy representative from Newport for this Ball and I therefore request that I be given a double room, ~~and, if possible, a room~~ where Navy people from Newport may see me if necessary. Mr. Lane, the Chairman of our Committee, advises that this matter has been handled somewhat by him through your representative. I am therefore hoping to take advantage of the special rate which you have made for officers of the Navy. I desire this room for Saturday and Sunday although I plan to return to Newport about six o'clock Sunday evening.

I desire in addition that a single room likewise be ordered for me somewhat near my reservation.

Hoping everything will be satisfactory, and with the request that these reservations be verified, I am,

Very truly yours,

R. W. BATES,
Captain, U.S.Navy,
Newport Representative Navy Ball.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

October 17, 1941

Mr. J. Alex Lane,
82 Devonshire Street,
Boston, Mass.

Dear Lane:-

I am enclosing herewith a letter to me from
Mrs. Chadwick requesting tickets for -

Commander & Mrs. J. H. Chadwick,
Lieutenant & Mrs. R. W. Yeomans

for the dinner dance at the Copley Plaza. I have
endorsed this check to you and request that you
advise Mrs. Chadwick at her address, 33 Cranston Ave.,
Newport, R.I.

I am also enclosing a personal check for
\$6.60 for myself and who I may invite - that has not
been settled yet.

I do not know how well Newport is turning
out for the dance. I have received a number of calls
and have recommended that they write to you. My guess
is, however, that the attendance from here will not be
great because of the expense. It is possible for two
people to go from here to Boston to the game via Bus
for a total of \$7.80. This includes the bus ride and
the tickets to the game. However, should they desire
to go to the party the cost would be more than doubled
which most officers do not feel free to expend under
present conditions.

I hope that you are finding things to your
liking and I know that we could not have a better
Chairman than you.

With best regards, I am,

Sincerely yours,

R. W. BATES,
Captain, U.S.N.

0216

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

November 5, 1941

Dear Harold:

It was very nice to receive a letter from you the other day concerning my approaching visit to your school and I can assure you that I view the prospects of my stay there with great anticipation. I have wanted to visit Avon Old Farms ever since I have been here and this opportunity will fill a void of long standing.

When your letter was received by the Admiral, or, was it a telegram or telephone call, the Admiral called in the Chief of Staff and asked him to recommend some one around the time of 1915. In our class here at this time there are Captain Scotty Umsted, who is on the selection board in Washington at the present time, Captain Irving Chambers, Commander Louis Moore, and myself, who are on the Staff, and Captain Sam Jenkins, who is taking a course here. Umsted is in charge of the Correspondence Course, Chambers is in charge of confidential material, or shall we say is Archivist, and Louis Moore and I are on the instruction staff. I am supposed to be a professor of strategy. So much for the background. The Chief of Staff called me in and told me about this request from your school and asked if any of us cared to volunteer. When I discovered that the man who had requested a speaker was none other than yourself I promptly volunteered and told the Chief of Staff, as well as the Admiral, of our friendly relations in the past and how I viewed an opportunity of this kind as a distinct privilege. As a result everybody was happy.

And now, as you say in your letter, to get down to business. I think that you are quite right about uniform and I had already told the Admiral that it was my plan to wear service uniform. Uniforms, such as evening clothes, are no longer part of our wardrobe, as was the case during the past war, and when we go to dinner officially we wear the

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service uniform. I will do what I can on the subject of education. I realize what you are driving at and I hope to be able to hit your student body about on the line you desire although I must confess my recent lectures have been, in addition to those delivered here at the War College, lectures before the Historical Society and the Quendecim Club, among others. However I think that I will not have any particular difficulty and I look forward to the opportunity with pleasure. I don't know just when I will arrive. It all depends upon the situation here at the time but I will advise you far enough in advance to prevent your being embarrassed.

I am not worried about the atmosphere of your school because, whether you happen to remember it or not, I went to a school very similar to yours for about four years in California and, although my school had a military background, the average age level was quite similar to yours. The only difference between my school and yours is that your school is probably much finer than mine was, although today mine, with a new name, is considered one of the finest in California.

I will see what I can do about models. The War College is not particularly strong on these but it may be possible to find a model of a battleship, at least, somewhere. However, if I cannot locate any, I imagine that your movies will fill the need probably as well as anything possibly could.

There is not anything particularly new to report on. The world situation seems to be about the same as you can see as readily as I. However, at the present time there seems to be no intent on the part of the powers that be to carry the war in either ocean much further than it is at present until the nation is more prepared than it is now. Of course one can never tell what will happen and it would be quite possible for some crazy Jap militarists to start things even against the wish of their government as was done in the case of the PANAY.

I look forward to seeing Mary Ernestine again after these long years of, as the Chinese say "no see". I recollect some years ago when you were Aide to Philip Andrews in the Mediterranean, that she almost single handed captured the whole Italian Army. I have no doubt that she has likewise captured the imaginations of most of the charming gentry in northern Connecticut.

- 3 -

Best regards you old son of a gun and here is many thanks for the opportunity you are giving me to see you and Mary Epenestine again as well as your school which I hear, here in Newport, is a very fine one.

Most sincerely yours,

R. W. BATES,
Captain, U.S.N.

Mr. Harold Hunter,
Avon Old Farms,
Avon, Conn.

0219

November 7, 1941

Dear Berry:

I have been designated to speak before the Avon Old Farms School, located at Avon, Connecticut, on the subject of the Navy. To quote from the letter of the Headmaster, they desire me to speak about as follows:

"I feel that it might be to our advantage to bring out the importance of education in the Navy. For example, in England, up until recently at any rate, the sons of the gentry went into the Army, the Navy, the ministry, or civil service. In Germany, the officers were largely composed of the Junker class. In our Navy, in normal times, whether one becomes an officer or not depends on whether one gets a Naval Academy education, in other words, two boys from adjoining farms may easily find themselves in the Navy, one an officer and the other an enlisted man, the only difference between the two being that one has a Naval Academy education, while the other has not. I feel that it is important to emphasize the stress that we put on education, and that it is education alone and not class distinction which determines one's fitness to be an officer.

"Also I think that it would do our boys good to know that officers in the Service must continually attend schools such as the Post Graduate School, the War College, etc., in order to keep up with the latest wrinkles, and that they must take very comprehensive examinations for promotion. The various types of enlisted schools might also be mentioned, and the fact that they are never free from examinations.

"It is not my intention to have this occupy too much of the lecture, as undoubtedly the boys are primarily interested in learning about the Navy and what it is doing and how it is operating, but I do feel that this stress on education would be a great help."

I should appreciate your kindness if you would send me a few pertinent press releases on the above subjects, and in particular something on what the Navy is doing that I might feel free to discuss.

Naturally, practically all of the information which I have as a member of the Strategic Staff here is non-releasable to the local public, and I hope that your information to me will give me a relatively free hand.

0220

Please give my very best regards to Lieutenant Commander Strong, whom I have had the good fortune to meet up here on two or three occasions, and tell him that Avon, Connecticut, is not very far from the part of Connecticut that he well knows.

With warmest personal regards to you, and with many thanks for anything you can do on the above line for me, I am, as ever,

Yours sincerely

R.W. Bates,
Captain, U.S.N.

Commander R.W. Berry, U.S.N.
Public Relations Office
Chief of Naval Operations
Washington, D.C.

0221

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

November 12, 1941

Mr. Alexander Lane,
82 Devonshire Street,
Boston, Mass.

My dear Lane:

I am in receipt of your memorandum thanking the members of your committee for their assistance in making your dinner dance at the Coply Plaza so successful. Very frankly I feel that I didn't do very much to assist you and I feel confident that you and you alone are deserving of the major share of the credit.

It was especially nice of you to ask me to sit at your table and you were particularly kind to Miss Hertzler which she very much appreciated. It is a difficult thing for a young lady to attend a dinner among people who are generally unknown to her and I therefore appreciate all the more the kindnesses extended to her by most of your guests.

The football game at Harvard naturally was a disappointment and had the party not been so well organized the effect of the game might have been a deterrent towards happiness but I did not note anywhere that such was the case.

I feel certain, and I don't know whether this will be pleasing to you or not, that should Harvard and Navy meet again at Boston you will once again be invited to serve as chairman. No greater complement could be paid than that.

I trust that should you arrive in the Newport area some day within the next few months you will honor me by permitting me to return in some small way the courtesies you extended to me.

With best regards to you and to Mrs. Lane,
I am,

Very sincerely yours,

R. W. BATES,
Captain, U.S.N.

0222

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

November 12, 1941

My dear Mr. Kibbee:

This is merely a note to you to express my personal appreciation of the great interest taken by the Naval Academy Graduates Association of Boston on the occasion of the recent Navy-Harvard game. I think that your interest and efforts in getting together the dinner dance after the football game were not only very successful but were very much appreciated. It is true that the attendance from Newport was limited but there are many reasons for this none of which was a feeling that it would not be an interesting affair. On the contrary most officers would have liked to attend had the difficulties of transportation or of remaining over night in Boston not been so marked.

It was a pleasure to me to represent Admiral Kalbfus on this committee and I know the Admiral is as gratified as I am at the successful results obtained by you, by your committee, and by your Graduates Association in general.

I hope that should you appear in this area that you will honor me by permitting me to entertain you.

With very best regards, I am,

Sincerely yours,

R. W. BATES,
Captain, U.S.N.

Mr. Austin S. Kibbee,
140 Federal Street,
Boston, Mass.

0223

RWB:rwah

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

November 13, 1941

My dear Miss Brown:

In accordance with your request contained in your letter of 10 November, I am forwarding herewith, under separate cover, a photograph of myself taken several years ago when I was a Commander. I hope that you will find this satisfactory and I also hope that I resemble the picture closely enough to guarantee that I will be recognized upon my arrival at Avon Old Farms.

I can assure you that I look forward to my visit there with intense pleasure.

Very sincerely yours,

Richard W. Bates,
Captain, U.S.N.

Miss Edith C. H. Brown
Avon Old Farms
Avon, Connecticut

0224

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

November 25, 1941

Riso and Fischer,
12-14 East 46th Street,
New York, N.Y.

Gentlemen:

I have returned to you, under separate cover, the new blue service uniform which you made for me. I regret to say that it is entirely unsatisfactory. There are three marked failures. These are:

- a. The body of the coat is too great. The chalk marks indicate about how much this oversize is.
- b. The collar does not rest properly on the left shoulder and this has also been marked in chalk.
- c. The buttons are not in the same line..

Items a and b are readily repairable by your staff, I think, but what you will do about the displacement of the buttons is something that I am at a loss to know. The best tailor opinion that I can find is that either a new section will have to be put in or the present holes on the left hand side of the coat will have to be rewoven. Certainly no half measures in this connection will be accepted.

I appreciate your sending me the suit as quickly as you did when my need became apparent but I was disappointed to discover that the tailoring was well below the standard for which Rice and Duval of old memory, and Riso and Fischer of new memory, are famous.

Very truly yours,

R. W. BATES,
Captain, U.S.N.

0225

NAVAL WAR COLLEGE
NEWPORT, R.I.

November 27, 1941

From: Captain R. W. Bates, U.S.N.
To : The President, Naval War College

SUBJECT: Request for leave.

1. It is requested that I be granted leave of absence for 2 days, departing on Friday, 28, November 1941

2. This leave is requested
Attend the Army and Navy game
at Philadelphia.

3. If granted, my address will be:


c/o Mrs. Joseph Wear
Rose Lane
Haverford, Pa.


R. W. Bates

November 27, 1941

From: The President, Naval War College
To : Captain R. W. Bates, U.S.N.

1. Returned, leave granted.


H. H. Crosby,
Captain, U.S.N.,
Chief of Staff.

0226

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

November 28, 1941

Dear Spike:

It is a hell of a note I know to bother a man who is as busy as you are, but what I am thinking of may be useful to the Bureau of Ordnance. This is it. Attached to the U.S.S. ST. AUGUSTINE is a young man named Robert Phelps. He is a cousin of Captain Bob Emmet and you probably know his father, Henry Phelps, who is one of the habitués of the Reading Room here at Newport. Young Phelps is a reserve Chief Gunners Mate and from what I hear he is tip top with small weapons. He is very interested in machine guns and is quite anxious to get himself assigned to some sort of job where he can work with them. What I mean by this is that he would like to get into machine gun installation and testing work. I don't think it makes much difference whether he is at sea or ashore, but as he says, "They are installing new types of guns of various calibers along the machine gun type and there must be trained personnel who go from ship to ship to show them how they operate and to correct errors."

Young Mr. Phelps is, I believe, a graduate of ST. Georges School but has no college experience.

From what I have seen of Mr. Phelps - he is about 28 I guess - he is a fine type of young man and is definitely 100 per cent American and thoroughly interested in the Navy. The fact that he went in as a chief petty officer is an indication of his love of guns and of the service.

You seem to be doing a wonderful job. Keep it up. Don't forget in the old days when we used to play golf in Washington I forecast long ago that you would be Commander in Chief. You are certainly well on the road.

My best to Bobs.

Sincerely yours,

R. W. BATES
Captain, U.S.N.

Rear Admiral W.H.P. Blandy, U.S.N.,
Bureau of Ordnance, Navy Department,
Washington, D.C.

0227

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 1, 1941

MEMORANDUM FOR CHIEF OF STAFF

I have discussed the Course, as per the Questionnaire, and the students that I interrogated were of the opinion that the Course was quite satisfactory and quite up to what they expected. They did, however, offer several thoughts as follows:

1. The Course seemed to be a little difficult for a naturally slow operator.

2. They felt that the College demanded more work than they could do with justice to themselves because they were unable to do any outside reading other than the prescribed reading course.

3. One student preferred the lectures of Dr. Wild as given on International Law because the method of presentation was interesting and most convincing and because the Doctor seemed to be very open minded. Another student preferred Dr. De Haas because he felt that Dr. De Haas presented his lectures better than any one else.

4. Of the students I discussed the Questionnaire with, one of them, Captain Jenkins, was a graduate of the Naval War College Junior Course.

There was one fairly strong criticism presented, particularly by Captain Jenkins, to the effect that he had forgotten how to study and it took some time to re-educate himself along this line. As a consequence he felt that Captain Carroll's lectures were not as useful to him as he had hoped.

The question of the proper presentation of S.M.D. seems to be one of considerable import.

R. W. BATES,
Captain, U.S.N.

0228

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 3, 1941

Lieut.Comdr. Harold O.D. Hunter, U.S.N. (Ret.),
Avon Old Farms School,
Avon, Conn.

Dear Harold:

Thank you very much for your letter with reference to my lecture at your school. Your friendly remarks to me were very much appreciated as well as was your letter to the Admiral. Evidently he liked it also. Needless to say I considered the opportunity you gave me of appearing before your student body as a distinct privilege. Your young men seemed to be a very intelligent lot and, from what I could see, they seemed to be especially well taken care of. There is no doubt that the Avon Old Farms is a tip top school.

I thoroughly enjoyed my stay with you and Mary Ernestine and it was nice not only to see you both again but to meet your family. It was also nice to note the high regard with which you are held not only by your students, as was evidenced by their generous applause at the mention of your name, but also of your fellow members of the faculty itself.

With regard to my expenses for this trip, they totalled six dollars, of which three dollars was the fare across the Jamestown bridge, and the remaining three dollars was for gasoline and oil.

You may be interested to know that I drove to the Army-Navy game at Philadelphia. There I saw Stewie and Elizabeth Clark as well as Tully and Hazel Shelley, Don and Hortense Clark, Swede and Ibby Hazlett, Bill and Helena Granat, Gnu and "Bee" Maher, and Myron Hutchinson. I stayed with Mrs. Joe Wear at Haverford. She is a sister of George Earle the former Governor of Pennsylvania, and now Minister to Bulgaria. The game was fine, the weather swell, and the public, at least around me, somewhat plastered.

With best regards to you and yours, I am,

As ever,

R.W.BATES,
Captain, U.S.N.

0229

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 3, 1941.

Commander Edward P. Moore, U.S.N.,
Commanding Naval Air Station,
Anacostia, D.C.

Dear Country:

The War College term for the present is over and although we do not have a leave period it is possible to obtain leave as necessity dictates. My mother has been quite ill in California for seven weeks and I have been wondering if you had a plane going to San Diego, Los Angeles or San Francisco which I might catch as a passenger and then return to the East, even though my stay be but a few days.

I would try to take commercial transportation, and I may find it necessary to do so, but I hate to spend the large sum of money necessary for such a short holiday. Naturally I would like to get a plane trip by the Navy and I should like this trip as near Christmas as I can get it.

When Obie Hardison was in command at Anacostia the last summer I wrote him as I am writing you and he made a reservation for me to go and return but the Admiral at that moment cancelled my leave as he had a job for me to perform.

I realise that transportation is not one of your functions but I didn't know who to write to and it is my hope that you will arrange things for me as Obie did.

I was pleased to note that you are now in command of Anacostia. It is a swell billet for a swell "gent".

My very best regards to you and to Mrs. Moore.

Very sincerely yours,

R. W. BATES,
Captain, U.S.N.

0230

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 5, 1941

MEMORANDUM FOR SECRETARY

On my tours of inspection yesterday I noted three items which I think merits your attention. These are:

1. The considerable number of trash baskets filled with paper throughout the building. I do not refer to the waste paper baskets in the offices but I refer instead to larger refuse containers. I am of the opinion that I mentioned this before and I am of the *same* opinion that for safety's sake this matter should be cleared up before closing time.
2. The lighting system is definitely inadequate at the present time, with particular reference to the third floor of Luce Hall. Here many lights are out. All should be operative particularly now that we have started an air raid set-up. Also the light in Commander Dee's room, Room 232, draws a spark at the switch and is not positive in action. I noted this repeatedly last night.
3. A can of lubricating oil is parked under the control panel for the blower in the west blower room. This can of oil is wide open to the dust and filth which is bound to be in the air in this area. The presumption is that this oil is used to lubricate electrical equipment in the basement. If this be so it should be immediately stopped for nothing should be cleaner than lubricating oil. The reason is obvious.

R. W. BATES,
Captain, U.S.N.

0231

December 11, 1941

Dear Hugh:

This letter is to congratulate you upon your recent selection to Lieutenant Commander. I should have written you earlier, but the press of business at the War College took all of our time until now. I also want to congratulate you upon your remarkable performance in winning the Red E twice in succession. I understand that had the competition lasted for the year you would have won the White E. This E is supposed to indicate that your engineering department is outstanding in efficiency and reliability.

We are now engaged in a great war - the greatest sea war in American history - where the distances are enormous, and the reliability of our engineering equipment will be tested to the fullest. You and your men know - and know well - that Victory on the sea is achieved just as much by the engineers as it is by those who man the guns. I know that the engineering department of the CLARK can be relied upon completely. I look for a great performance from the CLARK!

You fellows are in a most enviable position. To have the opportunity to defend your Flag is something you entered the Navy for and have trained yourselves for. So now your greatest wish and hope is about to be fulfilled. I cannot begin to tell you how happy I am for you and how hopeful I am that I myself will soon have equal opportunity.

Please remember me most kindly to your wife. She is a great girl and, although I never knew her as well as I should have liked to, I think she is swell.

With warmest regards to all of the members of the engineer force, and with confidence in VICTORY, I am as ever

Yours very sincerely,

R. W. Bates

Lieutenant Commander Hugh T. MacKay, USN
U.S.S. CLARK
San Francisco, California

0232

December 11, 1941
December 11, 1941

Dear Lynde:

This is merely a note to tell you to be of good cheer and not to worry too much about reactions over what happened at Pearl Harbor. All that any of us are interested in now is Victory, and the past is the past and therefore dead excepting for the lessons which we can learn out of it.

The entire Nation is confident in the final success of our Arms and we here at the College know that the Commander in Chief and his staff understand war. Therefore I say to you - go ahead without fear or favor and VICTORY must crown your efforts.

Please give my best regards to all the members of the staff as well as to the Admiral. Once again, don't forget the Nation as well as the Fleet have confidence in you. VICTORY must and will be ours, and all of us feel fortunate that such officers as you, Sco Morris and Art Davis, as well as others, are there to advise the Commander in Chief.

If Lil is around, my best to her. Needless to say, I envy you your opportunity.

Very sincerely,

Captain Lynde D. McCormick, U.S.N.
U.S.S. PENNSYLVANIA
San Francisco, California

0233

December 11, 1941

Dear Red;

This note to you has a triple purpose. The first is to congratulate you upon the privilege which you have of being at sea at this time where you are able to assist in the defeat of those Japanese bastards. The second is to congratulate you upon your advancement to the rank of Lieutenant Commander, and the third is to congratulate you upon the excellent gunnery performance the CLARK has recently made in target practice.

This war was of course not unexpected, and as you well know the tough attitude I exhibited aboard the CLARK was based on my firm conviction at that time that we might be in war any day. It was my belief then - and has been since - and that belief has been verified, that anything might be expected of the Japanese Militarists. And of course that "anything" has happened.

I wasn't worrying about your selection. The CLARK has done very well, and who can be given the credit other than the officers who actually did it.

Please convey my congratulations to your beloved wife, for whom I have a deep affection. She is a true sailor's wife and always had, and has, your interests at heart. She is what I term a typical helpmate.

In war time, with destroyers, particularly in a Pacific war, where visibilities are normally high, close range destroyer action will not normally occur, so I have never been too excited over short range target practice. What I am interested in, and have been interested in, is and was the ability to hit quickly and frequently at maximum ranges. This in my belief is our great gunnery advantage over other Powers.

The whole Nation is watching with great interest and pride in the performance that our Fleet puts up. The Fleet has never failed in the past and will not fail now. I look for great success from my old command.

Please give my best regards to all of them - officers and men - tell them that they're lucky that they are now able to repay their people for the trust they put in them.

With warmest personal regards, I am

Very Sincerely yours,

Lt. Comdr. Philip Gallery
U.S.S. CLARK
San Francisco, Calif.

R. W. Bates

0234

December 11, 1941

Dear Art:

This is merely a note from one sailor to another to tell you to think nothing of what has happened at Pearl Harbor excepting to profit by the lesson and to go ahead and win this war.

As the Air Officer on the staff of the Commander in Chief your responsibility is great, but we who know you have complete confidence in your mastery of the science and art of war. Go ahead and do your stuff and think nothing of anything but victory. I envy you your good fortune to be in such an important spot at such a critical time.

My best to everyone on the staff.

Sincerely,

Rafe

Captain Arthur C. Davis, U.S.N.
U.S.S. PENNSYLVANIA
Pearl Harbor, T.H.

0235

December 18, 1941

Riso and Fischer
12-14 East 46th Street
New York, N.Y.

Gentlemen:

The overcoat which you made for me is returned under separate cover for minor alterations.

The alterations are

- (1) To increase the length of the coat by about two inches.
- (2) To let the belt out at the back one inch on each side.

Outside of that the coat seems to be excellent and I appreciate your rapid action.

The new uniform which you made for me is now quite satisfactory.

Very truly yours,

R. W. Bates
Captain, U.S.N.

0236

December 19, 1941

Dear Rusty:

I couldn't help laughing when I received your letter with reference to the task which you say has been assigned to you. I have noted the three words well and I find that the comment made to you on your last problem still obtains. If you will recollect, your task before was "to protect" and my comment was that to protect was exactly the same as "to ensure safe passage," and therefore you had arrived at "to protect" in order "to ensure" (to protect).

Actually the Course of Action under this will be the Course of Action which we indicated before, such as "to escort", "to patrol", "to re-route" and "to cover," so I think under these conditions you will agree that the original comment was correct.

I am pleased to know that you are back at your old job, where with your knowledge of sea warfare you should be more effective than ever. I am glad that you are so pleased.

Thanks very much for your invitation. It may be possible that one of these days I will give you a ring, but at present I am trying to go to California on leave.

My warmest regards to your charming wife, and my best wishes for A Merry Christmas and A Happy New Year.

Yours for Victory,

Lt.Col. Joseph H. Rustemeyer, Inf., USA
Headquarters Northeast Defense Command
Governors Island, N.Y.

0237

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 19, 1941

Commander E. O. McDonnell, U.S.N.
Naval Air Station
New York

Dear Commander:

I am in receipt of a letter from Commander E.P. (Country) Moore relative to a projected flight for me to California and return over the Christmas Holidays. Commander Moore offered me a flight, but it was not feasible for me to make it. He has advised me now to communicate with you, as you are in charge of the ferry center.

I am anxious to go home (Alameda, California) over Christmas, and should appreciate an immediate reply from you as to whether I can obtain a flight leaving New York in time to arrive in California for Christmas. I should also like to make a return flight from California via one of your ferry planes. However, failing in that, I can of course return commercially and pay my own way.

Will you please send me a telegram to the Naval War College at my expense, indicating whether such a flight or flights can be made and telling me exactly what to do? I should appreciate your courtesy in this regard very much indeed.

With best wishes for the Christmas Season, I am

Very truly yours,

R. W. Bates
Captain, U.S.N.

P.S.

I should like to return to the East Coast by January first or second.

0238

NAVAL WAR COLLEGE
Newport, R.I.

~~CONFIDENTIAL~~

December 23, 1941

From: Captain R. W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.
Subject: Heavier than air aircraft carrier.

1. The events of the present World War indicate that the effect upon the design of aircraft carriers caused by the increased characteristics of aircraft, deserves most careful consideration. It becomes increasingly apparent that aircraft are being produced of such power and radius as seriously to limit the capabilities of a surface aircraft carrier within certain areas. This applies particularly to the "bomber" type planes. Due to the requirements of speed and maneuverability, it seems highly improbable that "fighter" type planes can be developed with any radius comparable to that of the "bombers". And yet, it is generally recognized that "bombers" without "fighter" protection are exceedingly vulnerable. It is undoubtedly necessary to furnish the bombers with vital "fighter" protection. There is, then, an extremely important problem presented; how are we to get the "fighter" to the scene of action to protect the bombers on their mission, without the use of surface aircraft carriers? The possibility of using the dirigible as such a carrier has already been investigated, and it is believed that the results were reasonably satisfactory. However, the number of fighter planes that could be served by such a large carrier was small, and the dirigible itself is very vulnerable. It is not intended to rule out the possibility of using such a lighter-than-air aircraft carrier, because it has certain favorable qualities, not the least of course being that it is not limited by fog or by land. It will be appreciated that, while both of these types of carriers are useful, they have certain limitations, primarily due to vulnerability, but also due to limitation of speed.

2. It is therefore recommended that the use of heavier-than-air aircraft carriers be investigated. It is known that small planes have been transported on the upper surface of heavier-than-air aircraft, in so-called "piggy back" fashion, and it is conceded that this might have some

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value for transportation purposes, but this does not appear to be practicable for war conditions. It is suggested that a very large plane be especially designed for use as a heavier-than-air aircraft carrier. It should be possible to fly such a plane in company with bombers of similar design, and to carry a "fighter" load in place of a bomb load. The fighters, varying in number from two to four per carrier, would be carried inside the carrier-plane and would be recovered after use in a manner somewhat similar to that used by the dirigible. The number of fighters carried would, of course, be dependent upon the lifting and maneuvering qualities of such a carrier. It is not contemplated that the present land-based or ship-based fighters be used, but rather a new type of fighter would be necessary - especially designed without landing gear, to be housed inside the carrier. It is also probable that such a "fighter", being free from the weight of landing gear, might have qualities superior to the present type fighters.

3. The question of "hooking on" the fighter in the air to the heavier-than-air aircraft carrier has been discussed with several highly qualified and experienced aviators and they were of the opinion that this would be a relatively simple matter.

4. Let us now consider what the use of this weapon might be. Let us consider the Pacific War we are now in. Let us suppose that we desire to attack the Eastern Marshalls. Here the Japanese have land-based aircraft which would make it precarious for our carriers to approach within "fighter" range. Such a difficulty would not obtain with the heavier-than-air aircraft carrier. For here the fighters would be in their carriers, would therefore travel at the same speed as the formation, their pilots would be rested, their fuel would be unused. The distance of their release from their physical objectives would be determined by the situation obtaining, but would probably not exceed 100 miles. Surface carriers would probably have to remain at least 300 miles away from their physical objectives thus limiting the time the fighters would be available for protection purposes. In addition the element of surprise would probably obtain. The formation would travel at great speed and would be over its physical objectives in a matter of hours from its point of departure. Using many bombers and many heavier-than-air aircraft carriers we should be able to blast these bases without endangering our surface forces until such time as we were ready to attempt landing operations. The effect on the Japanese would probably be similar to that on ourselves at Pearl Harbor. They would comb the ocean for surface aircraft carriers.

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5. With the remarkable advancement in design it might be possible in the immediate future to send such a bombing force to Japan itself.

6. It should be possible to carry not only fighters but also, in place of some fighters, especially designed dive bombers and torpedo planes.

7. The great blows which have been delivered in this war to date have been done by surprise, and by the use of new weapons or advanced designs of old ones. This nation, having many inventive minds, must profit by their inventive genius - otherwise the war may drag on indefinitely. I feel that the genius of the American designer can design such a heavier-than-air aircraft carrier with the attendant specially designed fighters, dive bombers, and torpedo planes, within a reasonably short time. I also feel that the construction of this heavier-than-air aircraft carrier is feasible and its use would be especially suitable.

8. It is suggested that this letter be forwarded to the Chief of Staff of the Army for consideration.

R. W. Bates.

0241

~~CONFIDENTIAL~~

1st Endorsement
on letter of
Captain R. W. Bates, U.S.N.,
dated December 23, 1941

Serial 9527

Naval War College
Newport, R.I.
December 30, 1941.

From: The President, Naval War College.
To: The Chief of Naval Operations.

Subject: Heavier than air aircraft carrier.

1. Forwarded, recommending the favorable consideration
of the Navy Department.

2. It is considered that the proposal in the basic
letter merits investigation and development by aviation
technical experts.

E. C. Kalbfus.

0242

~~CONFIDENTIAL~~

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 23, 1941

From: Captain R.W.Bates, U.S.N.
To: Chief of Naval Operations
Via. President, Naval War College.

Subject: Heavier than air aircraft carrier.

1. The events of the present World War indicate that the effect upon the design of aircraft carriers caused by the increased characteristics of aircraft, deserves most careful consideration. It becomes increasingly apparent that aircraft are being produced of such power and radius as seriously to limit the capabilities of a surface aircraft carrier within certain areas. This applies particularly to the "bomber" type planes. Due to the requirements of speed and maneuverability, it seems highly improbable that "fighter" type planes can be developed with any radius comparable to that of the "bombers". And yet, it is generally recognized that "bombers" without "fighter" protection are exceedingly vulnerable. It is undoubtedly necessary to furnish the bombers with vital "fighter" protection. There is, then, an extremely important problem presented; how are we to get the "fighter" to the scene of action to protect the bombers on their mission, without the use of surface aircraft carriers? The possibility of using the dirigible as such a carrier has already been investigated, and it is believed that the results were reasonably satisfactory. However, the number of fighter planes that could be served by such a large carrier was small, and the dirigible itself is very vulnerable. It is not intended to rule out the possibility of using such a lighter-than-air aircraft carrier, because it has certain favorable qualities, not the least of course being that it is not limited by fog or by land. It will be appreciated that, while both of these types of carriers are useful, they have certain limitations, primarily due to vulnerability, but also due to limitation of speed.

2. It is therefore recommended that the use of heavier-than-air aircraft carriers be investigated. It is known that small planes have been transported on the upper surface of heavier-than-air aircraft, in so-called "piggy back" fashion, and it is conceded that this might have some value for transportation purposes, but this does not appear to be

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practicable for war conditions. It is suggested that a very large plane be especially designed for use as a heavier-than-air aircraft carrier. It should be possible to fly such a plane in company with bombers of similar design, and to carry a "fighter" load in place of a bomb load. The fighters, varying in number from two to four per carrier, would be carried inside the carrier-plane and would be recovered after use in a manner somewhat similar to that used by the dirigible. The number of fighters carried would, of course, be dependent upon the lifting and maneuvering qualities of such a carrier. It is not contemplated that the present land-based or ship-based fighters be used, but rather a new type of fighter would be necessary - especially designed without landing gear, to be housed inside the carrier. It is also probable that such a "fighter", being free from the weight of landing gear, might have qualities superior to the present type fighters.

3. The question of "hooking on" the fighter in the air to the heavier than air aircraft carrier, has been discussed with several highly qualified and experienced aviators and they were of the opinion that this would be a relatively simple matter.

4. Now let us consider what the use of this weapon might be. Let us consider the Pacific War we are now in. Let us suppose that we desire to attack the Eastern Marshalls. Here the Japanese have land based aircraft which would make it precarious for our carriers to approach within "fighter" range. Such a difficulty would not obtain with the heavier-than-air aircraft carrier. For here the fighters would be in their carriers, would therefore travel at the same speed as the formation, their pilots would be rested, their fuel would be unused. The distance of their release from their physical objectives would be determined by the situation obtaining, but would probably not exceed 100 miles. Surface carriers would probably have to remain at least 300 miles away from their physical objectives thus limiting the time the fighters would be available for protection purposes. In addition the element of surprise would probably obtain. The formation would travel at great speed and would be over its physical objectives in a matter of hours from its point of departure. Using many bombers and many heavier than air aircraft carriers we should be able to blast these bases without endangering our surface forces until such time as we were ready to attempt landing operations. The effect on the Japanese would probably be similar to that on ourselves at Pearl Harbor. They would comb the ocean for surface aircraft carriers.

5. With the remarkable advancement in design it might be possible in the immediate future to send such a bombing force to Japan itself.

6. It should be possible to carry not only fighters but also, in place of some fighters, especially designed dive bombers and torpedo planes.

7. The great blows which have been delivered in this war to date have been done by surprise, and by the use of new weapons or advanced designs of old ones. This nation, having many inventive minds, must profit by their inventive genius - otherwise the war may drag on indefinitely. I feel that the genius of the American designer can design such a heavier than air aircraft carrier with the attendant specially designed fighters, dive bombers, and torpedo planes, within a reasonably short time. I also feel that the construction of this heavier than air aircraft carrier is feasible and its use would be especially suitable.

8. It is suggested that this letter be forwarded to the Chief of Staff of the Army for consideration.

R. W. BATES

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 30, 1941

Rear Admiral Gilbert J. Rowcliff, U.S.N.
General Board, Navy Department,
Washington, D.C.

Dear Admiral:

I cannot begin to tell you how gratifying it was to me to have the pleasure of seeing you again, to note how well you looked, and to have the privilege of your assistance in endeavoring to develop something new in the field of warfare.

I am enclosing herewith a copy of the letter which I understand is probably now in the hands of the Navy Department, and I hope that the letter is pleasing to you. Very frankly, as I said down there in Washington, I feel confident that this weapon would be of enormous value to our fighting forces and I will feel very very badly if the design sections find themselves unable to develop this idea.

I spoke to Captain Hardison who is Aide for the Under Secretary for Air, and he instantly understood it and thought it a very worthy and, if successful, a very remarkable idea. It is my belief that the conception of placing fighter planes in the hulls of airplanes is something new.

It was very pleasant to see Mrs. Rowcliff again and your daughter Joan. I must say this Rowcliff clan is a very fine family and I feel happy for you that you have them and I feel happy for myself that I know you all.

With best wishes for the Yuletide season, I am,
as ever,

Yours sincerely,

R. W. BATES,
Captain, U.S.N.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 30, 1941

Captain R. O. Glover, U.S.N.,
Office of Chief of Naval Operations,
Navy Department, Washington, D.C.

Dear Chick:

This is merely a note to thank you very much for your kindness to me while I was in Washington. I not only appreciated having dinner with you but I also appreciated your indulgence in listening to my ideas for shortening this war.

The enclosed is a copy of a letter which I have forwarded to the C.N.O. on the subject of heavier-than-air aircraft carrier and I feel confident that this idea is new and that something like this will, if developed, be of inestimable value to our fighting forces, not only of the Army but of the Navy.

I am sorry that I didn't see Rosalie when I was there but if she persists in holidaying in Richmond when I am holidaying in Washington, the chances of meeting are always remote.

Please do not allow this letter to get adrift. With best regards to you and to your family, I am, as always,

Your old pal,

R. W. BATES,
Captain, U.S.N.

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NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

December 30, 1941

Captain O.B.Hardison, U.S.N.,
Aide to the Under Secretary for Air,
Navy Department, Washington, D.C.

Dear Obie:

It was a great pleasure for me to have seen you and your family over Christmas. I regret that I did not see your eldest son but I know that he is well and happy. Your great kindness in entertaining me on Saturday night was very much appreciated and I enjoyed meeting your friends very much. I even enjoyed winning two dollars from them. If you desire I will send you some winning die.

I am enclosing herewith for your information a copy of the letter which I forwarded to the C.N.O. relative to my heavier-than-air aircraft carrier, and I am hoping that once you have read it you will concur with my ideas and will assist in putting it across. I think everyone here at the College believes that if this weapon can be developed it will save many lives, many ships, will strike terror in the enemy and will shorten the war. Do not allow it to get adrift.

With warmest personal regards, with best wishes for the New Year, and with my best wishes also to your Ruthie, I am, as ever,

Your old pal,

R.W.BATES,
Captain, U.S.N.

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